Det. Det. Lake & Whitaker Pottery Co. 68

*DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.*

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## *AROUND THE LAKES.*

CLEVELAND.

Mr. B. L. Pennington, secretary of the Vessel Owners' Association looks and feels well after recreation at Ocean Grove.

Messrs. M. W. and Mark Parrish, of the firm of Parrish Bros. and Peck, electricians of Detroit are in the city taking in the races.

The four boilers for the Central ferry will be completed in about five weeks. They are 12 feet in diameter and two of them have been tested.

Quite a number of Cleveland yachtmen are making preparations to attend the international regatta to be held at Mackinac Island in August.

Word has been received by cable dated Havre, France, from Mr. J. F. Pankhurst, that his party arrived safely and would start for Marselles on Wednesday.

Captain H. J. Webb, prominent vessel owner and agent, with his family took passage on the steamer India for Duluth. They will probably return this week.

One of the Mutual Transportation Co.'s boats, probably the Corona, will go to Ashland for a load of ore at $1.25. These boats have been running exclusively to Escanaba.

Captain C. E. Benham came down from Lorain Sunday with the schooner Alva Bradley, which was sunk in the Detroit river. The Bradley is badly damaged and it will take several weeks to repair her.

The amount allowed the Cumberland for the damage she sustained in the resent fire is $11,400 for damage to engine, machinery, and boilers; to hull and furniture, $13,066, making a total of $25,066.

A planer 8 feet high, 8 feet wide and 16 feet long in the clear has just been received at the works of the Cleveland Ship Building Co., from the Niles Tool Works. This completes the machinery for the erecting shop.

The third steamboat, the North Star, for the Northern line, will probably be launched by the 1st of September and No. 4 is about one-third in frame; No. 5 will be put on in the place made vacant by the launch of the North Wind as soon as berth can be cleared.

At the works of the Cleveland Ship Building Co., they are changing the cranks on the propeller Flower and calking decks. Also rebuilding the cranks of the burned propeller Cumberland, which have been sent back from Detroit.

The work on the new drydock at this port is being pushed as rapidly as possible. Since the contractors began working night and day things begin to assume a different appearance, and unless unlooked for obstacles prevent, much of the worst part of the work will soon be finished.

Work is being pushed on the propeller Scranton, launched last week as rapidly as possible. The cabin is up and painted and the pilot house is well along and the rear cabin in frame and sided up. The spars, tiller, engine and one boiler are on board and in position. The building of the cabin in two and one-half days is sharp work.

Captain George McKay has returned from his trip up the lakes on the Corona. He reports a very pleasant time. The steamboat worked very satisfactorily, making about 12 miles per hour, turning up 70 revolutions. It is expected she will prove herself equal to either of her sisters ships, after her machinery has become smoothed down and she is in condition for fast running.

The Mutual Transportation Co. steamer Cambria, has been doing some more of her lively work, last trip she made the round trip from Ashtabula to Escanaba sailing distance of 1200 miles bringing down 2 386 tons of ore, besides her fuel, in 95 hours which gives an average of little better than 12.7 miles per hour, not deducting any time while in Escanaba loading.

The fire tug presented quite an imposing appearance as she steamed out from behind the breakwater Wednesday a. m. to meet the Detroit councilmen, who were aboard the steamer City of Detroit. She was run up alongside with a band greeting their Detroit friends heartily and spouting a six inch stream from her hose pipe 75 feet in the air. J. H. Weatherly is a hard boat to beat with Captain Moffatt at the wheel.

The tonnage of the following named lake vessels, registered during the past week, according to the report of the bureau of navigation is. Steamer F. & P. M. No. 4, of Detroit, gross 941 28, net 680.25; steamer K. M. Hutchinson, of Milwaukee, gross 189.96, net 130.08; steamer May Flower, of Chicago, gross 38 13, net 19.07; steamer Samuel Marshall, of Grand Haven, gross 755 21, net 649.50; steamer Tourist, of Marquette, gross 22.51 net 11.26; steamer Uncle Charlie, of Grand Haven, gross 25.70, net 16.90; steamer Volunteer, of Detroit, gross 1944.76, net 1506.28; steamer Volunteer, of Milwaukee, gross 34.02, net 16.90.

Shippers at this port are feeling very much encouraged. They believe from now until the close of the season, rates will continue to stiffen. The recent advance in ore freight and the demand for tonnage at the upper lake ports are raising the hopes of those who, at the opening of navigation, were feeling very despondent. Coal rates have declined a trifle, grain rates look better, and the marketing of this year's crop, some of which is already on the move, will have a tendency to increase the demand for carriers and make better prices for transportation; in fact the general out look for vesselmen is promising.

At the Cleveland Drydock, since our last issue they have had in for repairs the tug Swain for calking, stopping leak and minor repairs; the steamer Ranney for calking butts; the steamer Specular for calking, repair to stern bearings and general examination of bottom; the schooner Alva Bradley was brought into port from Lorain, by the tug Forest City and went into drydock Tuesday afternoon. Her bottom is in bad condition, she will have considerable new plank in her bottom, a new piece of keel and forefoot, part new keelsons and a number of new frames forward of her centerboard box. The repairs cannot be detailed as a thorough examination has not yet been made.

During the week ending with Wednesday, the 25th, the shipments of iron ore from the mines of the Lake Superior region aggregated 190,586 gross tons, of which quantity 39,094 tons went from Marquette, 70,583 tons from Escanaba, 4.429 tons from St. Ignace, 58,886 tons from Ashland, Wis., and 17,594 tons from Two Harbors, Minn. This brings the season up to 1,699,051 gross tons, or within 219,850 tons of the shipments at the corresponding date last year. It will be noticed that the margin in favor of last season, which is chargeable to the later opening of navigation this year, remains almost unchanged from week to week, this indicating that the volume of shipments this year is about the same as in 1887, when the output of the Lake Superior mines was the largest they ever achieved in a single year. The shipments by ranges to date areas follows: Marquette range 662,146 tons; Gogebic range, 487,995; Menominee range, 428,439; Vermilion range, 124,471.

ASHLAND.

Special to the Marine Record.

This has been an unusually dull week in the ore trade at this port, and a very busy week for the lumber trade.

Steamer Birkhead and consort Commodore, loaded lumber for Dunkirk, steamer White and Friant and three consorts for Chicago, steamer George L. Caldwell and two consorts for Chicago. Ashland is at the head of the list for lumber ports on Lake Superior.

J. C. H. Pringle has petitioned the Light House Board for the privilege of placing a fog signal on Chequamegon point. R.

DULUTH.

United States Inspectors Chalk and Monaghan have condemned the boilers of the propeller Toledo of Ward's line and she will be towed to Detroit by the Hodge where, she will be given new boilers. It is reported that her papers ran out July 18 and she has been running without them since.

CHICAGO.

Special to the Marine Record.

Captain H G. Hamilton, reports having brought to Chicago on the schooner S. B. Pomeroy, on her last trip, the largest cargo she ever carried, which comprised 552,000 feet of green Norway lumber from Au Sauble.

At the Chicago Drydock Co.'s, a jibboom is being made for the schooner Charles E. Wyman, foretop mast for the schooner F. L. Danforth, and catheads for the schooner William Jones and barge Bronson; the schooners Bay State and Mediator received some repairs.

The propeller St. Louis was 125 bushels short at Buffalo on her cargo of corn loaded at Chicago.

Edward McGraw, aged 59 years, died at his residence, 3421 State street, Chicago, Saturday, July 28th, after a short illness. He was a well known and much respected boat builder and ship joiner in this city for many years, and his many friends deeply regret his sudden demise. His funeral took place Tuesday, July 31st, at Calvary cemetery and many old friends attended.

When the captain of the Pewaukee was told Saturday he had better take a tug to help his steam schooner up the river he replied he would go up alone if he knocked off every bridge on the stream. Harbor master Irwin presented bills Monday to him for damaging the bridges at Clark and Harrison streets, and he paid them without a word. He had accomplished the great feat of taking a schooner up Chicago river without a tug, and was apparently satisfied that he was not compelled to give up his boat to limit the damage accounts.

The Goodrich line of steamers are doing excellent business; all of them on leaving and entering this port are filled to overflowing with passengers and freight.

Every lumber vessel in port Monday was said to be chartered for the next trip at going rates. The situation instead of becoming worse in midsummer, as was feared, is much better than in the spring for lumber carriers.

Rates are quoted as follows: From Muskegon, Grand Haven, and White Lake, $1.12½@1.25; from Ludington, $1.25@1.37½; from Manistee, $1.37½@1.50; from Cheboygan and the straits, on the rail, $1.50; from Alpena, on the rail, $1.75; from Oscoda, on dock, $2; from Detour, on the rail, $1.62½; from Menominee $1.37½@1.50.

At Miller Brothers Shipyard, the tug Geo. E. Brockway was in dock for a new stern bearing, the steamship Newburg for a new wheel; the schooner Charles E. Wyman goes into dock to have a leak stopped.

Captain Courtland, of the tug G. E. Brockway, was injured by sunstroke Tuesday. He is progressing favorably towards recovery.

Vessel Dispatcher Walsh, tells the following story of the way a vessel captain got the best of him when he was a tugman: "My tug was a small one, but a big schooner gave me a line because I happened along. Pretty soon a big tug came up and the vessel captain told me to let go. I refused to do this unless I was paid a 'pier tow'. He swore awhile, and threatened a good deal, but I kept on pulling at the big boat. Pretty soon I saw my tow line was getting shorter. That fellow had put it around a capstan and was pulling it in. He kept on shortening the line until I was under his bows. Then he began to lift my little boat out of the water until the wheel was in the air. He had me and I gave up, but I never got a "pier tow from him—not a cent." WILLIAMS.

TRENTON.

A great many of the men that were employed in the ship yard have left Trenton.

John Craig & Son are building a passenger boat to take the place of the Massassauga. She will be 120 feet over all with 20 feet beam.

John Craig & Son launched another large boat on Saturday last. It is called the Volunteer.

BUFFALO.

The salt-water fish tugs Hunter and Dixon bound for Chicago to become part of the Booth packing company, are still here The Hunter is loaded ready to go but the Dixon is in dry-dock.

The Hand & Johnson tug line has contracted with the Union Drydock company for the construction of a large tug to take the place of the Fiske, recently sold. She will cost about $14.000 and be one of the largest tugs in the harbor.

Another break in the canal somewhat similar, but not so serious, as that at Adam's basin, was discovered at one o'clock Friday at Miller's lock, just a little east of Brighton. The "heel-path" of the canal was washed away for a considerable distance. The break was caused by rats.

It is stated that the Reading people are buying land along the river front, from Potter avenue up to Holland's lumber yard, and if so there will soon be active operations in the dock-building enterprise, which the company auxilliary to them is to engage in here soon

Coal shipments from Buffalo last week were the lightest of the season, only 60,700 tons. The average per week since the opening has been over 90,000 tons. Total shipments by lake to July 28 were 1,140,560 tons, against 813,380 tons last year, a gain of 327,180 tons.

The propellers A. Weston and J. B. Lyons go into drydock for new wheels

The Lackawanna trestle at the mouth of the creek is to be rebuilt next winter.

The City of Rome's broken cylinder will take two weeks to repair. Meanwhile her consort, the Newcomb, will make a trip in tow of the Jim Sheriffs.

The propeller Chemung arrived from Milwaukee Tuesday, making the run in five minutes short of 58 hours. "And she didn't turn her wheel by ten revolutions as fast as she could," said Captain Shannon. He predicts that he will return to Chicago inside of 60 hours.

The tug Wilson of Hand's line went to Cleveland Tuesday after two iron cylinder digesters for the wood pulp works at Dexter in the neighborhood of Oswego, and will tow them after the fashion of rafts to the spot. She made a similar trip in May.

Mr. H. G. Trout, of the King Iron Works, Buffalo, has received the following from Barrie, Ont. The wheel you furnished our steamer Metamora we cannot recommend to highly. Our captain and engineer are pleased with it and claim it has increased our speed in towing three barges ⅝ of a mile per hour and does not shake the boat half as much as the wheel we have been using, which we understand was Philadelphia make. We can cheerfully recommend your make of wheel to any person requiring them. Yours truly, Burton & Bros.

The work on the new Lehigh ore docks on the Tifft farm, opposite the new coal trestle, is progressing so favorably that the Brown hoisting apparatus will be ready for use in about a week, thus giving Buffalo a third steam ore dock, all new this season. Only three hatches will be provided for now and but 600 feet of front will be utilized, but more is to be added. There is storage capacity for 250,000 tons of ore and there are tracks for shipping.

Congressman Scott's yacht Mystic from Erie has arrived to go into dock to stop a leak. The Dobbins metallic life-boat building for her will not be ready, but will be sent by rail.

MINORVILLE.

Reports received here from Pilot Island stated the rescuing party at work on the stranded schooner Riverside, which went ashore on Pilot Island reef last fall, had released the vessel and towed her to Manitowoc to be placed in drydock. The vessel was purchased from the underwriters last spring by Captain P. F. Thrall, of Green Bay, who paid $2,000 for her where she laid.

ASHTABULA HARBOR.

Special to the Marine Record.

The Toledo yacht Alice Enright was in port last week. She had started for the Lake Ontario races but adverse winds made her too late to enter the races, therefore she just touched here for provisions and set sail for home.

We had the pleasure of looking over the fine new steamer Mecosta. She is a staunch looking seven hatch steamer with easy lines and has every patent appliance.

The steamer Britannic is again in port and the scars received in the collision with the Case have all healed up. She is from Buffalo where she unloaded wheat from Duluth, she taking her cargo through without damaging a kernel, and overrunning 15 bushels. Captain Cotton, her urbane and gentlemanly master is fairly enthusiastic over the carrying, working, and sailing qualities of his vessel. Herself and consorts load coal for Duluth.

Steamer Onoko is getting a coat of paint. Schooner Helena loads coal for Lake Linden. Schooner Henry C. Richards takes coal for Escanaba. Propeller Havana loads coal for Lake Linden. F. L. T.

SAULT STE MARIE.

The passenger steamer Ontario, which is still here leaking badly, was towed to the Canadian Sault. Fears are entertained that she will sink.

The steamship United Empire, of the Sarnia line, up bound, lost her rudder and shoe in Bear lake and she was towed here by the propeller Pacific. Her passengers, numbering 200, were transferred to Port Huron by steamer. The propeller Sovereign is expected down and will tow her to Port Huron drydock.

Parties here question the right of the Canadian steamers to assist Canadian steamers aground in American waters. The point in question is that the Ontario refused American assistance awaiting one of her own line. The steamer expected to assist, the United Empire, is herself stranded and another Canadian steamer is then called for assistance, the whole scene of the trouble lying in American water.

Mrs. James Crisp, wife of Captain James Crisp of life saving station no 10, died in this city Tuesday. The funeral occured Thursday, the Rev. P. T. Rowe of St. James Episcopal church officiating.

The largest day's business in the history of the "Soo" canal was on Monday, July 23, when 58,654 tons of freight were carried through on sixty-three vessels. This is about 7,000 tons greater than the former best record, and the comparatively small number of vessels shows the large size of the craft now in use on the lakes.

KINGSTON.

The new steamer Kathleen is waiting to be inspected before leaving on Saturday next. The captain is anxious to start with her.

The propeller Alma Munro should have arrived up Tuesday, but as she went ashore on Coteau Island she did not arrive till Friday.

The tug Edmond, belonging to Tell Bros., Bedford Mills, was hauled out at the marine railway, Portsmouth, Friday, to undergo repairs.

The Cosette, one of the finest steam yachts which has ever visited these waters, is on her way to the St. Lawrence. She is 100 feet long and fitted up in gorgeous style. She belongs to Mr. Montgomery, a Philadelphia millionaire and a friend of Mr. Warrington, the well-known cheese man, and Mr. Lingham the well-known cattle dealer. The Cosette came through the canal to Oswego and was damaged, so she was taken to Deseronto for repairs. From there she goes to Belleville and then to the St. Lawrence.

Mr. J. A. E. Irvine is hot afoot after a new side-wheel passenger steamer, which he means to place on the Mississippi next year. He is here trying to affect a contract with some shipbuilder. His plan is to sail the boat by canal to Perth, and to haul it on sleighs to Louisville. He thinks of building a wharf near the centre of the bridge there, and have steps going down to it. Mr. Irvine, though young, is a man of large energy, and is crowded with ambition; and we hope in this scheme he will be able to command the success which he so well deserves.

CHEBOYGAN.

It is reported here that several parties interested in the celebrated Albany flour case, which is soon to come up in Albany City, have gone to Canada. The steamer Albany was wrecked last fall near here, it will be remembered, and jettisoned her cargo of flour, and much of it was picked up and secreted by people of this vicinity, who were afterwards arrested by the officers of the United States Court.

## CAPSIZED IN LAKE MICHIGAN.

Intelligence reached this city last week from Captain D. C. Clary, of the steambarge Fred McBrier, that the schooner Maggie Thompson, laden with tanbark for Milwaukee, had capsized off Port Washington in a wind squall, and that Captain Thomas Johnson and his crew of six men had been picked up. The McBrier was bound for Racine with coal, and when off that port noticed a mass of something in under the land. Captain Clary headed his steamer in toward the spot, and soon came upon a yawl containing the crew. They were taken aboard and told the story of the capsizing. The Thomas had on 180 cords of tanbark from Pierreport, two thirds of which made up the deck load. Being top heavy and insufficiently ballasted, it did not require a hurricane to send her over.

The vessel has been a particularly unfortunate one in all but one respect—she has netted her owner, A. D. Hayward, of Chicago, a fortune. She was built at Whitehall in 1867 at a cost of $20,000. The week before the great fire here she loaded corn for Buffalo at 16 cents a bushel—the rate now is 2 cents. On her trip down she fell in with a southwest gale which dismantled her and drove her up on the rocks in Saginaw Bay. In the fall of 1878, while in the middle of Lake Michigan, owing to the criminal carelessness of an unskilled helmsman, her main boom jibed across the top of her cabin sweeping Captain Andrew Nelson and his mate into an angry sea, and drowning them. Since then five men have lost their lives on the ill-fated craft. Some were swept overboard by seas washing across the deck of the vessel, others crushed their lives out from aloft, the last one perishing miserably in the Chicago river while endeavoring to free the schooner's yawl from the davits. This was two years ago while the vessel was going through Lake street bridge. A sad incident in the present accident is the fact that the three year old child of Mate Bell is dead at the latter's home on Milwaukee avenue. A telegram apprising the father of the sad event awaits him at Milwaukee.

The vessel was uninsured and valued at $3,000.—*Inter-Ocean.*

## THE NAVAL RESERVE.

The report which the committee has made in support of their carefully prepared bill is one of the interesting and important documents ever issued from the government printing office. It outlines the reasons why the policy of a naval reserve in this country is one that should be commended by all patriotic citizens and gives the facts showing our great weakness compared with that of other countries and our consequent loss of commerce and prestige.

The most instructive part of the very valuable report, however, is a carefully compiled history of the principal features of the system of naval reserves in the different maritime countries of the world. England, of course, has the most perfect system, and the rather surprising fact is brought out that all such vessels as the Etruria and the Umbria as well as similar English vessels that enter our ports are a part of the auxiliary navy of the governments under whose flag they sail, ready upon short notice to make available their speed and strength as instruments of war against us. France, Italy, Germany, Russia, Austria and Spain have powerful auxiliary navies recruited from their merchant marine, as well as Norway, Holland, Portugal, Greece, Turkey, Japan, and other countries. All of them are powerful adjuncts to the fighting force of those countries, and in none of them are the conditions so favorable to the organization of a great naval reserve, on a plan of exceeding simplicity, economy and effectiveness as in the United States. The first step has been taken and it is confidently hoped by the navy department and public men generally that some substantial progress in the way of practical organization will soon be made by the passage of the naval committee's bill.

There is now on the stocks at Waldboro, Maine, one of the most remarkable vessels ever built in the United States, a five masted centerboard schooner, which will be the largest vessel of its kind afloat, according to the eastern papers. Her length of keel is 225 feet; breadth, 50 feet; depth of hold, 21 feet, and her measurement will be 1,800 tons. Her masts will be of Oregon pine, and her foremast, mainmast, mizzenmast, spanker-mast, and jigger will be each 56 feet. There will be used in her construction 450 tons of white oak 800,000 feet of hard pine and 175 tons of iron. Her outboard planking will be 6 inches thick from keel to top, and her inside ceiling will be from 10 to 14 inches. She will have two full decks running the entire length of the vessel, with nine hatches. She will be launched in October and will run in the coal trade between Baltimore and Providence. There is running between Duluth and Buffalo, also in the coal trade, a five masted schooner that far surpasses this new ship size. The David Dows, which was in this harbor last week, is 75 feet longer over all than this new ocean schooner, her tonnage capacity on 15 feet of water is 2500 tons, a load she has frequently carried. The Geo. W. Adams, a four masted schooner, ranks next to the Dows as the second largest vessel of her class afloat, she having a capacity nearly as great as the Dows. Both are larger in every way than this new ocean craft.

## CHICAGO BRIDGES.

THE Chicago Times of July 24 has the following: The city of Chicago does not foster its shipping interests. The importance of the lake trade has never been properly appreciated by the city." This was remarked by a well known vessel agent. Following up his statement he said: "The great fault lies in the management of the river. It is awkward moving about the river with its numerous bridges and arbitrary bridge hours at best, but the hundreds of vexatious delays that are so frequent could be done away with if the city would put the control of the river in the hands of competent harbormasters and run things systematically. I will give you an instance of what occurs daily. The steamer Hudson loaded at one of the elevators in the south branch last week and started down the river. At the Twenty-second street bridge a small schooner was made fast close to the abutment on the right hand side. The other draw was blocked by a steamer. The Hudson tried to make the right draw, but was obliged to back out. The schooner refused to move out of the channel and the big boat was delayed two hours, until finally the agent came and paid the lumber schooner to move and let the Hudson pass. So much time had been lost that when she got down to the Indiana elevator, where she was to take on the rest of her cargo, another vessel was ahead of her, and she was kept waiting another two hours, and came near being kept over night. Boats cannot load their full cargo up the river because the water in the channel at the Halsted street bridge is not deep enough. The sediment emptied from a sewer causes this obstruction, and it would not cost the city over $200 to dredge it out A vessel went aground there a short time ago and caused a blockade which stopped navigation for a whole day. The city has at present a harbormaster and two assistance who are totally incompetant to regulate the river. The trouble is that with one exception none of the harbormasters know anything about vessels and they have not attempted to learn. The sooner the mayor appoints experienced men the better it will be for the marine interests and the public generally."

## ABOLISHMENT OF TOLLS.

The Montreal Gazette, the special organ of the Dominion Cabinet, advises the ministers to remove any pretext for proposed discrimination by the United States against Canada's canal tolls and says: "If the alternative comes to be presented to Canada of making free all produce passing from Lake Erie through the Welland canal or imposing a toll on all alike no matter what was the destination, it will be prudent to abolish tolls. In that case, grain for Canadian ports on Lake Ontario will be relieved of tolls as well as grain for American ports intended for local consumption, while if the full rate of twenty cents a ton is exacted the ability of the St. Lawrence to compete with the Erie will be destroyed and we shall be retaining a small toll at the expense of the transportation interests and to the loss of the business upon the retention and growth of which the prosperity of the St. Lawrence highway largely depends."

Captain Franklin Fox, a British steamship commander, states it as his belief that the signal service should include in their observations a determination of the electrical conditions of atmosphere applied to and compared with the barometrical changes, especially at the four periods when the moon reaches her extreme north and south declination, when she crosses the line going south and when she completes her monthly cycle. There is possibly good ground for this suggestion. Our knowledge of electricity is still so limited that it is impossible to ascertain whether anything substantial would come from such observations or not, but it certainly would be an excellent method for collecting data concerning the prevalence of the electric fluid in the atmosphere and certain unexplained meteorological phenomena might in this way be traced to their cause. The suggestion is worthy of the attention of meteorologists and of the chief of the signal service.

## SAUGATUCK.

The following is given as a description of the steambarge Kalamazoo, recently launched at Martel's ship-yard. Keel, 125 feet; beam, 24 feet; hold, 9 feet 10 inches. She will be propelled by an 18 by 20 engine from the works of Henry Bloeker & Co., Grand Haven, and her boiler will be built by Johnson Bros., Ferrysburg. The vessel herself was built after the model of the barge Sagatuck, except that she is larger by the addition of six frames amidship. She will carry about 175,000 feet of lumber and will be engaged in the fruit and lumber trade out of Saugatuck. Her owners are John Wies, D. Cummings, J. B. Martel, Griffin & Henry, all of Saugatuck, Mich. Captain Martel commenced building this fine steambarge April 28.


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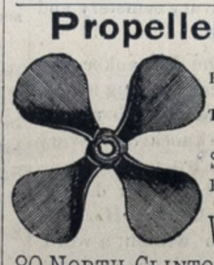

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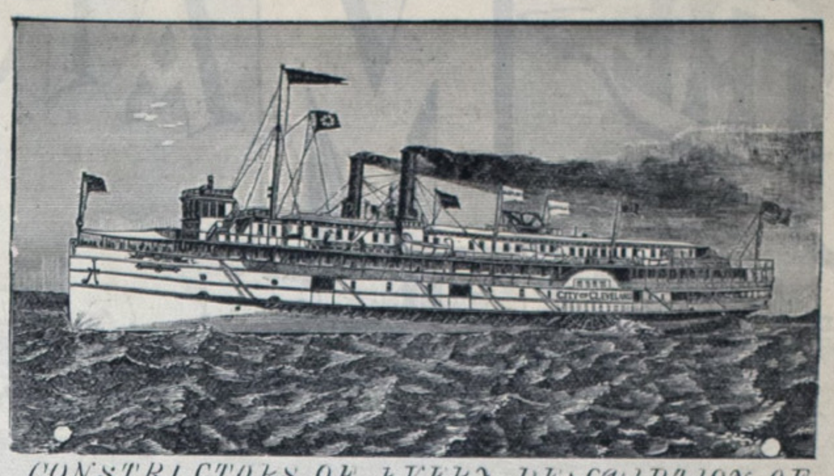

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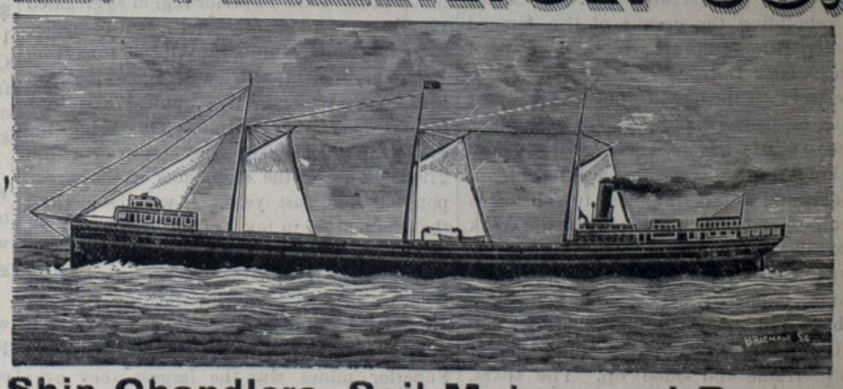

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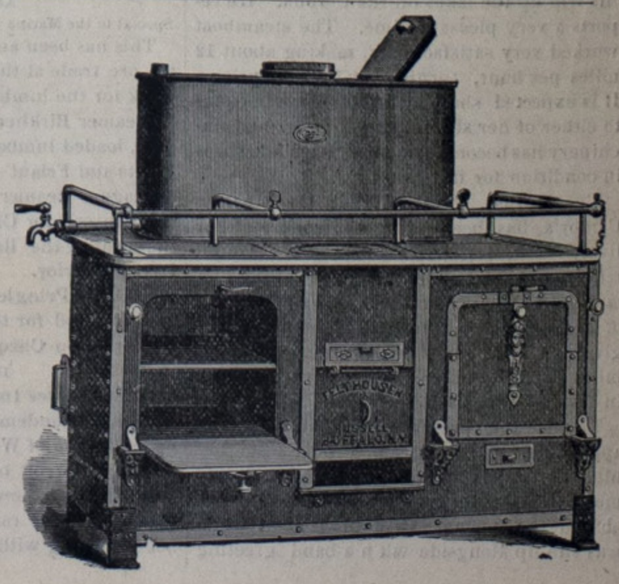

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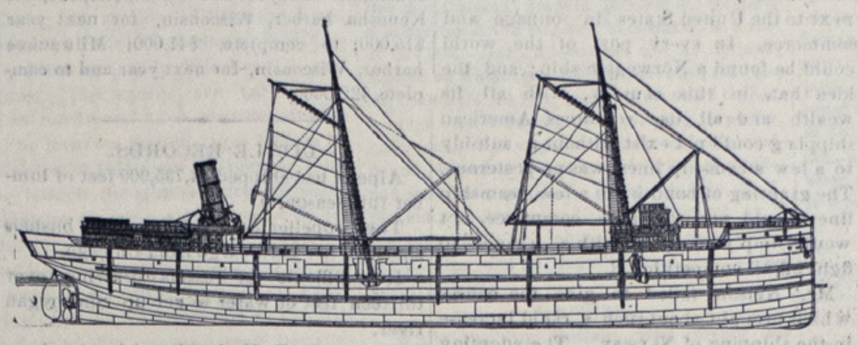

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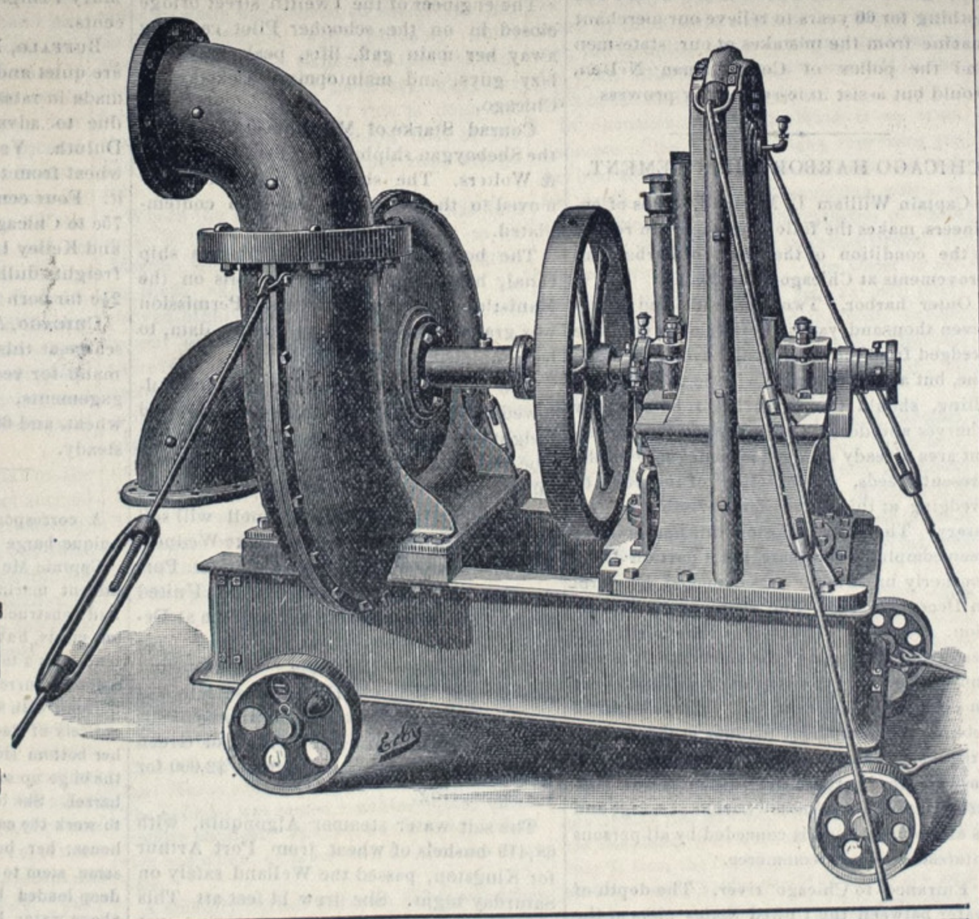

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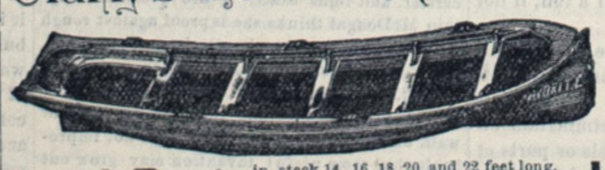

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# Marine Record.

**Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.**

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**BRANCH OFFICE:**
**252 South Water Street, Chicago, Illinois,**
**THOMAS WILLIAMS, Associate Editor.**

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Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, AUGUST 2.


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Ninety-five sail and consort, aggregating.60,089 ons.

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MARINE RECORD—OFFICIAL PAPER.

## *THE WEST AND SHIPPING.*

An article under the above caption, in the *New York Maritime Register* says:

It is a good sign when western representatives in congress begin to take an interest in the shipping question. One of them, a Norwegian by birth, took a firm stand recently for the free ship policy, and made an unswerable argument in favor of it as against subsidies to shipping. He told what so poor a country as Norway had been able to accomplish through the free ship policy. That country had been enabled by it to fight her way to the front rank in the matter of tonnage and carrying trade. Why cannot our country do the same? We wish, for the good that it would accomplish, that western men would take more interest in shipping matters.

Any intelligent dission of this question in Congress has been confined to a comparatively few men. The great majority know little or nothing of its merits. It is outside the domain of practical politics and apparently there is nothing to be gained by a thorough understanding of it, as it does not influence votes to any appreciable extent. Congress seems to be opposed on principle to granting subsidies to shipping, but on the other hand enough intelligent consideration of the subject is not to be had at the present time to effect a repeal of the law restricting the purchase of ships sailing under our flag to those built in this country. The west is very jealous of the east in many things and indifferent as to its welfare in others, the shipping question being apparently of great importance to the latter, the west consequently has taken very little interest in it. It is therefore all the more encouraging that a western man should speak so strongly in favor of a free ship policy, giving such plain common sense reasons why it would benefit this country and quoting an example to prove the correctness of his views. If the west can be awakened to a sense of the importance to the whole country of the revival of our merchant marine on this basis, that revival may soon become a fact. Certainly the west will not in its own interest favor subsidies. It can be depended upon for that much. It only remains for its influence to be given in full on the opposite side of the question, and a beginning will then be made towards building up our merchant marine and recovering our lost ground in the shipping trade.

In the opinion cited above our esteemed contemporary does not fully state the case, but writes from its own stand-point, that is free ships. The discuscussion in Congress at the time, if fully detailed would show that the gentleman from the West did not represent the opinion of western shipping interests. Neither did he confine himself to the facts in stating that Norway was among the foremost nations, as regards its shipping under a free ship policy, more especially when the class of ships is taken into consideration.

The western representative referred to, Mr. Felson, of Minnesota, as far as his interest in the American merchant marine is concerned, is mighty small, in fact as he asserts, he is a foreigner, and second the state which he represents has very little water traffic, and therefore cannot possibly require much champining of waterways or ships. In his remarks he referred to the country of his birth, Norway, as a "poor country, with less than 2,000 000 inhabitants. She was so poor that she could not subsidize a single ship for a single year; and yet with free trade and free ships stood next to the United States in tonnage and commerce. In every port of the world could be found a Norwegian ship; and the idea that, in this country, with all its wealth and all its resources American shipping could not exist without a subsidy to a few steamship lines, was preposterous. The granting of bounties to a few steamship lines would not stimulate commerce, but would simply arm them with a weapon to fight off all competition."

Mr. Nelson failed to give the causes which brought about such a rapid increase in the shipping of Norway. The adoption of the Plimsoll load line, whereby a great many vessels were condemned for use by Great Britain, was the prime cause. Most of these vessels were sold to subjects of Norway. Great Britain at that time had larger marine interests than any country, gained by subsidy and gifts, or bounty, and she protected her seamen by a law requiring that all masters should employ none but English subjects.

In the event of the free ship bill, under the provisions of a commercial union between Great Britain and the United States, and with the reciprocal admission of ships, built in either country, to all the advatages of the registry in the other, and with the coasting and lake trades in common, and with the present relations of Canada to Great Britain, not only would most of our shipbuilding be done, eventually under the the British flag, but our ships would become to be British owned as well as built.

"This state of things is exactly what Great Britain and her loyal Dominion wants. The interest and policy of Great Britain is to do as much as possible of the world's commerce and navigation; to help her colonies transact what she can not do herself, and to diffuse the remainder of her trade among the small powers of Europe, as in no event can any of them become her rivals for the rule of the sea. The United States have been her target for more than 100 years. Why should we now lift a finger in aid of the monopolizing ambition of England? The United States have done nothing for 60 years to relieve our merchant marine from the mistakes of our statesmen and the policy of Congressman Nelson, would but assist in lessening our prowess

## CHICAGO HARBOR IMPROVEMENT.

Captain William L. Marshall, corps of engineers, makes the following report in regard to the condition of the work of harbor improvements at Chicago June 30, last:

Outer harbor, Two hundred and sixty-seven thousand yards of material is yet to be dredged from the outer basin beyond the dock line, but as this material will be valuable for filling, should the outer basin be used for wharves and docks, and inasmuch as the present area already dredged is inadequate for the present needs, a completion of the work of dredging at this time is not advisable or necessary. The piers inclosing this harbor have been completed for years, but a portion of the southerly breakwater was damaged by storm in December, 1885, and requires reconstruction. The upper structure of the north pier easterly breakwater of the outer basin are rotand ten and urgently requires rebuilding over an extent of 4,738 linear feet. They should be rebuilt in a permanent manner at the earliest practical moment. The exterior breakwater answers the purpose for which it was constructed and its value as a harbor of refuge and as aid to navigation is conceded by all persons interested in lake commerce.

Entrance to Chicago river. The depth of water between the United States piers at the mouth of the Chicago river has been diminished by the influx of sand until at the close of the present fiscal year there is an available channelway of less than fifteen feet at mean lake level. At one place midway the entrance there is but eleven and one-eigth feet of water. It is needless to say that at a port where the arrivals and departures of vessels aggregate each year over twenty thousand, where the commerce of the port exceeds that of the largest of our seaports and where the United Ststes collects from customs $5,000,000 annually, such a condition should not be allowed to exist, and that some provision for maintaining these channels should be made

The funds asked for the fiscal year ending June 30, 1890, are for superstructure over easterly breakwater and outer basin $120,000; for completing external breakwater and outer basin $240,000, for dredging entrance to Chicago river, $12000; total, $120,000.

Other estimates are as follows:

Harbor of refuge, Milwaukee Bay, Wis., for next year, $200,000; to complete, $488,600; Fox and Wisconsin rivers, Wisconsin, for next year,$ 200,000; to complete, $545,700; care and operation of canals and other works applied to Fox river, for present year, $48,900; Calumet harbor, Illinois, for next year and to complete, $63,900, improvement of Illinois river for next year, $400,000; to complete $587,500(it is proposed to apply these funds to complete the LaGrange dam and to open the La Grange lock to navigation and to complete the Kampsville lock and dam) improvement of Calumet river, Illinois, and Indiana, for next year, $100,000; to complete, $345,000; Waukegan harbor, Illinois, for next year, $35,000; to complete, $71,000; Racine harbor, Wisconsin, for next year and to complete, $25,000; Kenosha harbor, Wisconsin, for next year $15,000; to complete, $41,000; Milwaukee harbor, Wisconsin, for next year and to complete, $22,000.

## LITTLE RECORDS.

Alpena has shipped 74,735,000 feet of lumber this season.

The propeller St. Louis was 125 bushels short on her corn cargo from Chicago.

It is difficult for vessels drawing over thirteen feet of water to get up Sheboygan river.

The tug D. P. Hall of Frankfort has been sold to Pardee Cook of Ludington for $9,000.

Stephen Murphy, mate of the R. A. Packer, has been appointed master, vice Captain Gardner.

The propeller John F. Eddy loaded 65,000 bushels of wheat at Superior last week for Buffalo in 65 minutes.

The schooner Julia Olsen was launched at Johnson's shipyard Green Bay, at 4 o'clock Monday afternoon.

The steamship Missoula, bound down, ran aground near the cut in St. Clair Thursday. She was released by the tug Moore about an hour later, uninjured.

During the month of June 28 vessels went ashore on the lakes, 32 collisions occurred, two were burned and 140 damaged by storms. The losses amounted to $119,500.

It is said that the schooner D. P. Rhodes is leaking in consequence of stranding off Sailor's Encampment. She has gone on to Superior with her cargo of coal.

Lumber shovers of Tonawanda to the number of about 1,000 are again on a strike. The union has been strengthened and it is expected that the men will win.

It is rumored that the steamer Dove has been chartered for the balance of the season from Darius Cole, of Detroit, and is to be pressed into the excursion business.

Captain R illy, of the Susquehanna, is of the belief that the Cambria is faster than the Anchor liner. The latter defeated the Susquehanna in a run up Lake Huron last week.

The engineer of the Twelfth street bridge closed in on the schooner Pilot carrying away her main gaff, lifts, peak halyards, lazy guys, and maintopmast backstays at Chicago.

Conrad Starke of Milwaukee has joined the Sheboygan shipbuilding firm of Rieboldt & Wolters. The shipyard will not be removed to the island, as had been contemplated.

The board of control of St. Mary's ship canal, has fixed the rate of tolls on the Manistique river at 20 cents. Permission was granted for putting in another dam, to be completed August 1, 1889.

The Vermont Central lake line has followed the lead of the Buffalo lines and raised freights on flour and feed to 25 cents per 100. The reason given is that more freight was offered than could be carried.

United States Marshall Pennell will sell the steamer Osceola at auction next Wednesday just as she lies on the reef near Port Austin. The sale is by order of the United States district court, and takes place at Detroit.

The schooner Riverside, which went ashore near Bailey's Harbor last fall, has been released and towed to Manitowoc. She is owned by Captain P. F. Thrall of Green Bay, who paid the underwriters $2,000 for her last spring.

The salt water steamer Algonquin, with 68,419 bushels of wheat from Port Arthur for Kingston, passed the Welland safely on Saturday night. She drew 14 feet aft. This is the largest cargo by 400 bushels that ever went through the canal.

Captain John G. Keith, who has returned from Buffalo, predicts that the drop in coal rates will last until the present sharp tide water demand for anthracite coal is supplied, and that the rates westward will then go back to the old figure of $1 a ton, if not higher.

Mr. Dingley presented in the house a bill providing for tolls upon Canadian vessels passed through the St. Mary's and St. Clair Flats canals, in case of discrimination on Canadian canals against vessels or ports of the United States. It was referred to a committee on merchant marine and fisheries.

Captain Frank Stenton, of Ward's Detroit and Lake Superior line steamer S. F. Hodge, will shortly be transferred to the steamer Eber Ward of the same line. Captain Geo. Cruikshank will command the Hodge the remainder of the season. The new steamer John V. Moran will be taken charge of by Captain Albert Stewart.

A dispatch from Southampton, Ont., says George Smith's new steambarge Lillie Smith was launched there on Saturday. She was towed to the Saugeen river to receive her machinery. She is to be ready for sea by August 15, and it is said will trade between Southampton, Detroit, Buffalo and Cleveland.

A movement is on foot to erect one of the largest stationary and floating drydocks along the lakes at Duluth during the coming winter. The purchase of the necessary water frontage has already been completed. The enterprise is in the hands of a syndicate, and calls for an outlay of about $250,000. Several Chicago capitalists are interested, but for the present their names are suppressed.

The Canadian minister of customs says Canadian bottoms are in the same position as the American vessel owners as regards freight landed west of Montreal. All vessels from the west unloaded at Montreal are allowed a rebate of 18 cents per ton upon the Welland canal tolls of 20 cents. It does not matter whether the vessels are American or Canadian, so there is no discrimination.

Following is a statement of the visible supply of grain in store and afloat on Saturday, July, 28, as compiled at the New York Produce Exchange: Wheat 22,190,867 bushels increase, 526 657 bushels; corn 8,374,050 bushels, decrease, 15,807 bushels; oats, 2,689,830 bushels, decrease, 335,953 bushels; rye. 136,948 bushels, increase, 1,589 bushels; barley, 144,196 bushels, decrease, 7,230 bushels.

Captain Alfred Mitchell, of the Edward Smith, which was libeled at Chicago on June 28 for an alleged collision with the schooner Mixer, at Chicago, has settled the claim by paying the costs of suit under protest, and will bring a suit against the owners of the Mixer to recover the sum paid. When the vessel was libeled an officer went aboard her in the Chicago harbor to serve the writ. Captain Mitchell gave orders for the boat to sail at once, and told the officer he could stay on or get off as he liked. The officer got off, and when the boat arrived at Cleveland Captain Mitchell was required to give $1,000 bonds for resisting. Commissioner Hoyne, of Chicago, has reduced the bonds to $500 and set the case for a hearing August 1.

## LAKE FREIGHTS.

DETROIT, Mich., August 1.—Engagements: Mineral State and Mystic Star, wheat to Buffalo, 1¾ cents; Mineral State, coal, Buffalo to Toledo, 50 cents; schooner McLeod, pulp wood, St. Joseph's Island to Detroit, $2.30 per cord; Ariel, lumber, Perry Sound to Amherstburg, $1.50 per M.; propeller Mary Pringle, coal, Lorain to St. Ignace, 70 cents.

BUFFALO, N. Y., August 1.—Coal freights are quiet and easy. A cut of 5 cents was made in rates at the head of Lake Superior, due to advance in grain freights from Duluth. Vessels here were offered 3½c on wheat from that port, but none would take it. Four cents was asked. Charters were 75c to Chicago, 50c to Detroit and Toledo and Kelley Island, Muskegon 95c. Canal freights dull and strong at 2¾c for wheat, 2½c for corn to New York.

CHICAGO, August 1.—Spot room continues scarce at this port, while there is good demand for vessels for grain shipments; engagements, however, are limited to 75,000 wheat, and 60,000 corn; rates were firm and steady.

## THE "101."

A correspondent writing in regard to this unique barge says:

Captain McDougal, of Duluth, who is a prominent marine man of that city, has invented and constructed a novel craft named 101, without masts, having no propelling power, is intended as a tow barge, having the appearance of a double turreted monitor, is nearly flat on her bottom, with 4½ inches dead rise. She is built entirely of steel, her frames go entirely around her bottom sides and top. On the inside, from the bilge up and over the top, she is round like a barrel. She has two iron turrets, one forward to work the capstan on and one aft for the wheel house; her bow is pointed like a cigar, with some stem to keep her nose above water when deep loaded her stern is shaped like her bow above water, high up her run is not well shaped low down, having the appearance of a scow stern, with the corners rounded off, or the stern of a very full vessel, with too small a rudder, but with such a run she would not steer with any rudder, because the water can not run to the rudder like a current.

She is doubtless abundantly strong, is a good carrier, and light draft; is fire proof and Captain McDougal thinks she is proof against rough weather, but we are skeptical on that point. She has no deck on which the crew can get around, only that round top, which must be an unsafe and dangerous place to stay on, or walk on in wet or icy weather. It is not improbable that some useful invention may grow out of this. We admire the courage that Captain McDougal has manifested in this invention.

G.

The wreckers have the California pumped out and will leave with her for Port Huron as soon as a tug can be obtained.

## LAKE CARRIERS' ASSOCIATION.

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

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MARINE RECORD—OFFICIAL PAPER.

## READY FOR SEA IN EIGHTY-ONE DAYS.

WEST BAY CITY, July 28.

*Special Correspondence to the Marine Record.*

The mammoth and handsome schooner, Mary B. Mitchell, which was launched from James Davidson's ship yard Saturday afternoon, has been on the stocks only eighty-one days. This is a marvelous accomplishment where the size of the vessel is considered, she being 210 feet keel, 37 feet 6 inches beam, and 15 feet 6 inches depth of hold in the shoalest place. The frames are molded at the keel 16 inches, at the bilge 14 inches and at the top 7 inches.

The main keelson 16 by 16 and the assistant keelsons 14 by 16. There are two rider keelsons 14 by 14 and also ten floor keelsons 8 by 10 running the entire length of the vessel. The schooner in addition to this has extloor timbers running from bilge to bilge, and has only 2 inches space between the frames, which makes almost an entire solid bottom.

There are also eight strakes of bilge keelsons, of which five strakes are 8 by 10, and three strakes are 7 by 10. The ceiling is all 5 inches up to the clamp strakes. The clamp strakes are 7 inches thick and notched into the frame, 2 inches. The deck beams are 9 by 12 and 9 by 10 and there is a deck beam on every frame hereby making the deck beams only 8 inches apart, and to these are added a tamarack knee under each beam and on each side of the vessel, and these are securely bolted to the side of the ship and to the beam by 8 and 9 ¾ inch bolts in every knee. The deck beams are also further strengthened by two stringers on each side of the hatches, which are notched into the deck beams, and run the entire length of the vessel. The vessel is planked up to the rail on the inside and also on the outside, and four strakes of the stringers under the rail are notched into the frame 1½ inches. There are several large waste gates, to let the water off from the deck, thereby making her an easy ship to free herself of water in heavy weather. The outside planking is 4½ inches thick, and 5 strakes on the bilges are 5 inches thick.

She also has a steel arch, which is 14 by and it is let into the frame flush, thereby making a neat job, and adding great strength. The ship is fitted out with all the latest improvements for usefulness, appearance and comfort of the officers and crew.

She has what no other sailing vessel has yet been favored, viz., an American steam windlass and capstan, to be used for hoisting the anchors, and also for moving the vessel rapidly and without effort. This machine is from the old reliable American Ship Windlass company, of Providence, R. I.

There is also a steam, single-barrel friction deck hoister, and two 11 inch steam pumps, which were furnished by A. F. Bartlett & Co. East Saginaw, Mich. The steam for the machinery is furnished by steam from a large "pony" boiler, which is conveniently located out of the way forward.

The above appliances are novel features of a sailing ship and will prove valuable additions, which have up to this time been confined to ships propelled by steam.

The cabin is fitted out in hard wood cabinet finish, and brussels carpet and handsome furniture; the doors are trimmed with brass knobs, locks, and hinges, and together with the blinds, and oil finish of the hardwood, present a lovely sight. The rooms are all large and well fitted up, and in addition to the accomodations of the crew, there is a spare room. The rigging is made of wire and she has steel wire lifts. The Mitchell is pronounced by experts to be the finest line and model and one of the nicest looking vessels afloat. She is owned by Captain Wm. Mitchell of Bay City, Mich., and named in honor of his wife, Mary B. Mitchell. The Mitchell, it is expected, will carry 2,100 tons or 70,000 bushels of wheat. This vessel as above stated was built in eighty-one days, from the laying of the keel until ready for sea. She will be commanded by Captain Wm. Clandering, and left Bay City, on her maiden trip Wednesday.

TRIDENT.

The tug Oswego's ratt broke up when opposite Bois Blanc, blockading the channel for several hours. The tug Champion, flying light, grounded high and dry on Bois Blanc about the same time.

[*Around the Lakes Continued from 1st Page.*]

DETROIT.

*Special to the Marine Record.*

At the sail loft of T. W. Nobles, business appears lively, they are making suits of canvass for M.S. Smith's yacht "V.L.T.A.," for Mr. Ed Henkles' new yacht, for the schooner Kelley, new main sail for the schooner Filmore, and new mizzen for the schooner Montcalm.

Thomas McGregor & Son are building two large tanks for the Linseed Oil Co. of this city. They will be 6 feet by 16 feet, made of 3-16 boiler plate. Mr. Thomas McGregor and wife are now in Europe, and it is the intention of Donald, their son, who is now attending to the business, to follow them some time in September or October, to attend the nautical exposition held there this year.

Samuel F. Hodge & Co. are getting along finely with the machinery for the Cumberland they are giving the steamer Eighth Ohio a general overhauling, and furnishing new wheels for the Porter Chamberlain and J. S. Ruby. This firm also furnished the machinery for the new boat launched at Grand Haven, and the sister to the E. Ward, launched at F. W. Wheeler's yard, Bay City.

Speaking of wheels Captain W. W. Collins of the Eighth Ohio states to your correspondent that in the spring he hesitated about taking out the boat, because she had such a poor record for pulling and speed, but he found that with a new wheel, from Messrs. S. F. Hodge & Co. he experienced no difficulty in passsing the steamers Abercorn and Cowie, each having the same number of barges in tow, carrying about the same cargo, and finishing up he says: "The Hodge wheel was put on her against my wishes, but I must acknowledge I consider it equal to any in the market, and I do not want any other kind if I can get that.

Captain Alex Reulle says the California has been towed into the harbor, and that carpenters have been at work on her for a few days past, later in the day he telephoned me to the effect that the last mail had brought him a good sized coal bill, and he judges from that the Carrington will start down here with her very soon.

Captain Robertson, of the steamer United Empire, informs your correspondent that the report of the Free Press that he was aground in the Soo River is a mistake. He lost his rudder and shoe, and was towed down by Captain S. B. Grummond's tug Leviathan, into the Detroit dry-dock for repairs. He reports his passenger business as very good, and extremly regrets the loss of time in dock.

At John Oade's yard they will launch the large scow on Saturday, August 11. They have the little scow Mary Alice hauled out for general repairs, consisting of a number of new frames, new planking and recalking. She will leave the yard in much better condition than she has been in for a number of years.

The East End Boiler Works are building four large buckets for the Calumet and Hecla mines. They will hold about 75 gallons each, and are to be used for bailing out the surplus water.

Robert McKinzie the, shipsmith, is very busy now doing the iron work on the new scow building at Oade's yard, and the little scow which is being repaired at the same place.

The Detroit Dry Dock Co. are making considerable improvements around their plant. They have purchased a lot of ground, and are erecting a new brick building for the foreman of the barn, and have moved their wood shops across Atwater street.

The fine new steamer Volunteer, built by Messrs. John Craig & Son, Trenton, for Messrs. Alger, Smith & Co., is in port receiving her machinery. Aer appearance is the subject of many complimentary comments from marine critics; we join the many who pronounce her a finely modeled and well constructed boat.

The Harlem is about ready for sea, and some expect a new record for speed soon. The Hudson passed down at 8:30 a. m., and about two and one-half hours after the Tioga followed; the Hudson this trip is having a walkaway, judging from the time reported on the way down.

The schooner Sophia Minch went aground Monday night, and the steamer Everett while releasing her broke 15 stanchions on the schooner, doing about $400 worth of damage. The Everett was laying at O. W. Shipman's coal dock Tuesday leaking quite badly. One of the Quinn brothers, divers, went down to make the repairs necessary to stop the leak.

The new gas engine mentioned in these columns last week is a success, and with a trifling change in the gear, from a friction to a spur gear, it will be all that has been represented. Mr. Seymour of the Detroit Boat Works says: "It is just what has long been needed for small craft, no dirt no smoke, nor smell, and anyone can operate it so easily, it is bound to come into general use."

The schooner A. Ford was aground Tuesday on the Canadian side of Grosse Isle.

The yacht race between the different boats of the Detroit Yacht Club, held last Monday, was the most closely contested and exciting sail ever held on their course. In the morning there was hardly a cap full of wind, but later in the day a good stiff breeze sprang up, and the fun began. The Lulu B. and Turk were entered in the second class, and on account of tonnage the Turk was given 2 minutes and 35 seconds, beating her opponent 1 minute and 37 seconds. The Lulu B. was handicapped on the start. In the third class the Corsair sailed over the course the Alvenia being handicapped too much at the start. The fourth class were Alvina, and Madeline. Fifth class were Let-Her-B. and Cyclone, and the sixth class yachts were Truant, Rowena, Lillie B., Alberta, and Ella B. The race was very enjoyable for all participating, and after the course had been sailed and the time given, they adjourned to their club room and spent the evening in a very pleasant manner, all well pleased with the success of the race.

Mr. Dick Boylan, of the firm of Arthur & Boylan, extensive coal dealers at Cleveland, O., was in the city Tuesday looking after the interests of the company's branch yard at the foot of Third street. He returned Tuesday night.

Captain J. W. Millen says the business being done by the vessels this year is much greater than ever before in the bulk of stuff transported, although the rates are not so high.

HOP.

MILWAUKEE.

*Special to the Marine Record.*

I have the gratification of announcing the revival of grain shipping from our port again, capacity having been taken for about three hundred thousand bushels the past ten days at a 2½c rate.

The steambarge Marshall of Manistee was in port with a load of salt. She has received a new engine and boiler at Manistee this spring. Her engine is a 26 by 30 built by the Manistee Iron Works Co., new candidate for honors in that line, and gives promise that it will not be the last engine they will build as it is fully up to the standard. The Marshall average nearly 10 miles per hour on her first trip, which is excellent time for a new piece of machinery.

The Evening Wisconsin of this place says: Captain Lewis Vance commenced fitting out the tug John Evenson, for the purpose of making a test of the wheel recently patented by E. D. Bangs, of this city. He proposed first to test accurately the speed as well as towing and backing qualities of the tug with her present wheel, and then have her docked to receive the Bangs wheel, with which the tests will be repeated in their order for purposes of comparison. Should the latter fail to demonstrate any marked superiority over the style of wheel now in use, no attempt will be made to introduce it outside of the Erie and other canals where steam is used. The wheel with which the experiments are to be conducted is six feet in diameter, and was manufactured by the Filer, Stowell Co., under the direction of Mr. Bangs. The buckets are similar to those now in use, but are encased in a band extending their full width. This avoids the churning of the water by the buckets as it must pass through the band while being acted upon. The idea is by no means a new one, as can readily be ascertained on perusal of the latest and best German scientific works. But Mr. Bangs, with apparently no knowledge of this fact, was struck by the "happy thought" with such force that he immediately proceeded to have the device patented for the United States and Canada, and seems to have experienced no difficulty in obtaining the financial backing necessary for an attempt at its successful introduction. The experiments, which may be concluded as early as Thursday, barring accidents, will be watched with interest.

John S. George said: "The trial of the Bangs propeller wheel was a perfect success in every respect, beating the old wheel 37 seconds in a mile and a half, with one-third less coal and forty revolutions less a minute. The wheel will be tried again Monday on the same tug. The engineer says the present Bangs wheel will beat any wheel of the same make as the old wheel."

The actual performance is as follows: Sheriffs wheel 5 feet 8 inches, steam 80 pounds, revolutions 132, time 10.56; Sheriffs wheel 5 feet, steam 80 pounds, revolutions 132, time 9.37; new wheel 6 feet, steam 85 pounds, revolutions 100, time 10,07; new wheel 6 feet, steam 80 pounds, revolutions 94, time 11.25; new wheel 6 feet, steam 100 pounds, revolutions 102, time 11.33. They then tried the new wheel with four blades, but it was not right and they took it off. I can give no figures as to backing as they did not compore the two wheels in that way.

Special dispatch to the Sentinel says: The new steambarge Fannie C. Hart, owned by Hart Bros., of Green Bay, made a trial trip. Her machinery has proved satisfactory. It was put in by Sheriffs Bros., of Milwaukee. She ran from Two Rivers point light to Manitowoc, a distance of ten miles, in forty-seven minutes on an average of 65 pounds of steam. Her engine is a 22 by 26 high pressure.

Saturday morning a party of about three hundred, among which were the following, left here for Sheboygon to witness the launch of the Milwaukee Tug Co.'s new barge: W. A. Starke and wife, T. C. Starke and family, W. Myers and family, H. M. Benjamin and wife, D. Vance, D. W. Howe and wife, W. H. Simpson and wife, Samuel Joys, McKrause, F. Pahlow, A. F. Bues, F. Bues, H. J. Pauley, H. F. Bues, J. A. Sheriffs, W. H. Wolf, Chas. Moodey, Geo. Quigley, C. Starke and family, Chas. Durr, and C. Weideman. The party arrived at Sheboygan at 1 p. m. and after dinner adjourned to the yard. Promptly at 4 o'clock Mr. Walter's gave the signal and the massive hulk slowly glided off the ways. As the boat struck the water, Captain James Liske unfurled her flag disclosing the name Helena, after a daughter of Secretary Myers of the company. This boat is not only a credit to her builders but to her owners as well, as the Messrs. Starke have spared no pains to make her one of the finest boats afloat. She is furnished with a Hodge triple expansion 20, 32 and 54 by 42 stroke, Williamson Bros. steam steerer, a Providence Steam Windlass from the American Ship Windlass Co. and steam hoist. Her cabins are very finely finished in hardwood as is also her engine room. She has two Scotch type boilers by J. W. Eviston of this place. About an hour after the launch the guests were surprised by the Helena blowing a greeting with her own whistle. After discussing the viands and eatables, the guests adjourned to the city to await the return trip. May every year bring forth such an addition to the Milwaukee fleet as this one and may her success be so great that her profits will enable her owners to duplicate her every two year.

J.

Four vessels found the beach below North Point in the fog Friday morning. The steambarge Daisy Day with the schooners G. Barber and Nellie Hammond ran ashore but a short distance below the point. The Hammond and Daisy Day succeeding in releasing themselves after jettisoning part of their deckloads. They will be docked, although apparently they suffered no damage. The Barber was pulled off by the tug Holton, and though waterlogged was towed into the harbor. The steambarge will be held liable for the damage to the schooners. The Rand struck on a rocky beach about two miles below North Point and in close proximity where the steam scow Josephine went to pieces in the spring. After part of her deckload was lightered she was released by the tug Hagermann. The life saving crew rendered valuable assistance in getting the vessels off.

The Milwaukee seaman's union has raised wages to $2, claiming that $1.50 is lower than wages were in 1884, while freights are higher.

BENTON HARBOR.

A year ago the Graham & Morton line, running between Benton Harbor and Chicago, sold the steamer City of St. Joseph and put in its place the Puritan, which was built for speed and large passenger accommodations. The experiment of a steamer which can be driven sixteen and seventeen miles an hour has proved so successful that Graham & Morton will probably build another of the same pattern as the Puritan, but much larger, and have her ready for busniess next spring. If this is done the steamer Lora, the companion boat of the Puritan on the Benton Harbor run, will be sold.

Where the speed of the Puritan has told most is in the Sunday excursions to St. Joseph. Her limit of 500 passengers is filled on these excursions, and the traffic has proved highly profitable. The new boat will be put on the same run, as it is believed there is enough business for two boats if accommodations could be furnished. The work of the Puritan from 11:30 Saturday night until 10 o'cock Sunday night is seldom excelled by any craft on the chain of lakes. In that time she covers the course from Chicago to St. Joseph four times—an aggregate of 260 miles—takes on and lets off a total of nearly 1,500 passengers, and lies at St. Joseph four hours.

PORT HURON.

The Flying Star is in the Wolverine drydock receiving extensive repairs.

The propeller City of Rome, ore laden, from Ashland to Lorain with the schooner H. R. Newcomb in tow, broke the connection strap to her high-pressure cylinder when 18 miles above Port Huron and had to be towed into this port The cylinder was ruined, making quite an expensive accident. She will be towed to destination and a new cylinder will be sent up from here.

A clumsily worded telegram announcing that the steamer "Ossifrage went down in the lake Wednesday with 400 excursionists" created considerable excitement on Wednesday around Port Huron. The telegram was intended to convey the intelligence that the steamer went out on the lake.

The Star line has met Captain Grummond's cut in freight rates to six cents per hundred, including dockage. The passenger rate to this city from Detroit has also been reduced to 50 cents for the round trip. The boats are now crowded every trip.

NEGAUNEE.

Iron Cliff, iron ore mining and smelting company of New York, whose local office is here, ordered the discharge of one shift of miners at the Cliff shaft, Ishpeming. Between 100 and 150 men will thus be thrown out of work. The mine has some 40,000 tons of ore in stock and operations will be carried on with as small a force as possible till the surplus ore is disposed of.

LUDINGTON.

The big unweildy craft known as the Ludington scows are for sale. They are the last of the scow lines with which it was expected a dozen years ago, the carrying trade of the lakes would be revolutionized, but it was not. The Peshtigo and the Menominee barge lines alone, of all the schemes in vogue for towing, have proved a success, and they owe it merely to the labor saving they effect in loading and unloading. For the last five years the tendency has been away from towing. In all the craft built last winter but five or six were barges, and they were intended for the Lake Superior ore trade, where the tow bills on the Soo and through the rivers are big items of expense.

GRAND HAVEN.

The Mary H. Boyce was built at the Grand Haven ship building company's yard for Monroe, Boyce & Co. and Captain McGregor, formerly commander of the steamer Wisconsin, at a cost of $70,000. Her dimensions are as follows: Length on water line, 185 feet; over all, 202 feet; depth of hold, 14 feet; beam 34 feet and 2 inches; tonnage measurement, 607; carrying capacity, 1,200 tons. Her engines are fore and aft compound, 22 and 40 inches bore by 36 inches stroke, and were built by H. G. Trout, Buffalo, N. Y. She has a marine boiler 10 feet in diameter by 15 feet long, built by Johnson Bros., Ferrysburg, Mich. She will no doubt go into the lumber carrying trade.

SANDUSKY.

While the tug Buffalo was towing the schooner M. E. Trimble out of this harbor the towline slipped, while taut, and struck Otto Biemiller, a lineman on the tug, breaking his jaw bone and otherwise severely injuring him. He was removed to the Marine hospital.

WAUKEGON.

The steamer John A. Dix rescued six men out of the waterlogged yacht Minnie M. six miles off Waukegon.

## LAUNCH OF THE PROPELLER NORTH WIND.

North Wind, the second of the six steel steamers contracted for by J. J. Hill, president of the St. Paul, Minneapolis, Manitoba railroad, was launched at the Globe Iron Works company's shipyard on Tuesday afternoon, July 31st, at 3 o'clock. She made a fine launch and looks well in the water, even better than did the Northern Light, which was added to the lake fleet April 17, and has a much smoother finish of hull, cabin and houses. Quite a number of citizens were present, largely interspersed with women and children, and many prominent sailor men saw her go. Among those from out of town were the Messrs. Morgan, canal boat builders at Lockport, N. Y., and intimate friends of Mr. Smith, superintendent of the shipyard and also inspector, etc., of the International bridge at Lockport.

The marine men were very complimentary in their remarks about Mr. Smith's skill in getting a large steam boat off the ways on the minute and in having her strike the water on an even keel. The North Wind was christened by MissCarrie Ashburn in a happy manner, the escaping nectar covering the bows of the boat, although a swallow was left in the neck of the bottle.

In dimensions the North Wind is an exact duplicate of the Northern Light, they being 312 feet over all, 293 feet keel, 40 feet beam and 24½ feet depth of hold. The propelling power is a triple expansion engine, the cylinders of which are 24, 48 and 61 inches by 42 inches stroke; indicated horse power, 1,200. The wheel is sectional, 14 feet in diameter and 14 feet pitch.

The boilers are not aboard the boat, but her engines were in place and she drew but 3 feet and 6 inches forward and 6 feet 10 inches aft, all built by the Globe Iron Works Co.

The Providence steam windlass and capstans, of the American Ship Windlass Co., Providence, R. I., and Globe works steam steerers, are among the fitout. Messrs. J. W. Grover & Son will fit her out and she will be ready for business in about five weeks. The cost of the North Wind will be about $225,000.

The officers are as follows, Delos Waite, now master of the Cormorant, will be in command; James Hay, cheif engineer; John Mceachran, second engineer; Willian Pugh, chief mate.

Captain Murch, who is superintending the building of the Northern line boats, is very much pleased with this one.

The New York Maritime Register says: The new Inman line steamer, the City of New York, has completed her trial trip. She started on July 21 from the Clyde and arrived at Liverpool on the 23d at the rate of 18 knots per hour working three-quarters speed. She is considerably shorter than the Great Eastern, but fourteen feet longer than the City of Rome. She is built almost on the lines of a yacht and her enormous engines develop extraordinary power. In this ship the Atlantic voyage will be reduced to a little over six days. The rate of speed is tremendous for her size. She was tried for speed at short intervals, and each time she sped through the water at the rate of twenty-three miles an hour. On her first voyage she will take out Mr. Blaine and the members of his family. The stateroom which will be occupied by Mr. Blaine is magnificently decorated and upholstered. It looks as comfortable and as luxurious as the apartments in the best hotels. In the day time it provides all the comforts of a suit of rooms and at night can be converted into two bedrooms. The woodwork of the compartment is constructed of beautifully polished Hungarian ash.

AUXILIARY STEAM.

Sturgeon Bay vessel men are said to have made more experiments in a marine way, says the Chicago Tribune, than have been made at all the other points on the lakes combined. Their latest effort came into port Saturday in the shape of the old schooner Pewaukee, which has had a small engine placed in her while the full schooner rig is maintained. The Pewaukee's trip up the river did not augur the success of the scheme. At Clark street she ran into the north abutment and cleared out a stairway, at the same time breaking her headgear. She fairly distinguished herself at Harrison street by striking the bridge a solid blow which knocked it five inches out of place and came near sending it into the river. What was left of the boat's headgear was carried away. The bridge was got back in shape after a half day's work with jack-screws.

The plan of putting power into sailing vessels looks nice, but does not work well. In the Pewaukee's case the object is to give the vessel power enough to get through the Sturgeon Bay canal, move about the harbors without the expense of a tug, and when the wind is unfavorable to keep the boat going. The last time this same plan was tried on the great lakes was in 1863, when the bark Cream City was given machinery. It was found she could neither sail nor be driven by her engine, and it was taken out after a year. At Bath Me., three years ago, when a big schooner was fitted out with machinery and started for New York with an excursion party on board, an off-shore storm drove the boat to the Bermudas. It was found that a schooner so rigged became unmanageable in a gale. The vital defect is that the boat has not enough power to come up against the wind and the wheel dragging in the water kills the action of the rudder. The Pewaukee's engine takes the place of the cabin, the smokestack rising forward the mizzenmast. The engine interferes with her carrying capacity but slightly. The boat was bought by Sturgeon Bay people and fitted up after having been aground last fall.

## AN ANCIENT WRECK.

Some three years ago, says the Chicago Tribune, the bottom of an old wreck was washed up on the lake shore at Winnetka and found a resting place at the foot of the stairs of General M. D. L. Stimpson's residence. No one knew to what it belonged until Captain John Prindiville happened up to Winnetka yesterday. As a matter of curiosity General Stimpson took him down to see it. Captain Prindiville instantly recognized the wreckage as a portion of the Lady Elgin. "I could swear to it," said he, later in the day. All that remains of the wreck is the starboard bottom from the bilge to the keel. The other half came ashore at Grosse Point, and was long since made into canes as memeotos of the sinking of the Lady Elgin September 7, 1860, by collision off Racine with the schooner Augusta, in which 300 lives were lost. The second half, now that it is known to be the old wreckage at Winnetka, will probably share a like fate. Where the wreck had been from 1860 to the time it was washed ashore at Winnetka is a question Captain Prindiville could not solve. Something like it lay for many years on the beach seven miles above that place, which was washed off in a heavy northeaster in the fall of 1885. He beleived that it may have been this old wreck, which the waves brought back to shore again at Winnetka, and placed it where it might be identified.

The correspondent of the Watertown Times says: While riding with Captain Estes on the St. Lawrence a few days ago, the writer saw a small yacht clinging pertinaciously to the side of a tug, and puffing hard to keep up with its companion. The tug, however, wanted to get away from its little antagonist but for a long time could not, though it was evidently a great deal faster boat than the yacht. The captain then said: "If that yacht can cling to the tug as she does now, the latter cannot possibly get away from her. I remember once towing a tug in that way. I had a fast boat and there were two vessels on the lake signaling for assistance. There were three tugs; of which the one I had was the fastest. The second and third were very evenly matched, but one of them drew into the wake of my tug and we carried her out so that she got the second vessel. Another time a yacht kept in the wake of my boat, and I could not get rid of her until I sheered off suddenly. Then, when she did not get the assistance from the tug, the yacht was left behind. It's a curious fact."

## CORRECTION.

Captain John Sullivan has been appointed vessel inspector at Chicago for the Inland Lloyds vessel register, vice Daniel McLeod, resigned. The latter will engage in business at Kansas City.—*Leader.*

[This is evidently a mistake as Captain John Sullivan was lost with the propeller Vernon last fall.—ED.]

BOAT PROPERTY FOR SALE.

THE Barge Seminole, capacity 250 m ft lumber, ¼ or ⅓, or the whole of barge Norway, capacity 600 m ft lumber, now placed for the season. The tug Toledo, 8x8. The tug Sallie, 8¼x8. A harbor tug, 13x13. A harbor tug, 16x18. A harbor tug, 14x16. Last three fitted with large Worthington fire pumps, hose, etc. One Rotary and three Duplex fire pumps, One 14x17 engine and marine boiler, 100 pounds steam, suitable for small steam barge or tug. Five lighters' one pile driver, with Bartlett & Co.'s patent hoisting engines. One light draft steambarge, 400 m capacity a bargain to any one meaning business for any of the above, if taken at once.

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Are furnished as, *Comfortables, Blankets Table-linens, Towels*, etc., as well as *Sheets, Pillow-cases*, are *sewed to order*, at shortest notice, for 20 per cent less than big extensive establishments are accustomed to charge. Owing to the extreme small expenses of the Boston Dry Goods Store of Kohn & Co., 213 Detroit st., second door from corner Pearl it is *them only* who save 20 per cent unnecessary taxes. Give a trial order to KOHN & CO., 213 Detroit st., second door from corner of Pearl, Cleveland O.

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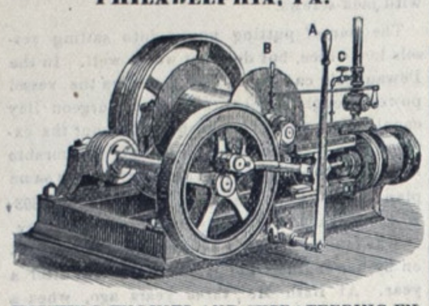

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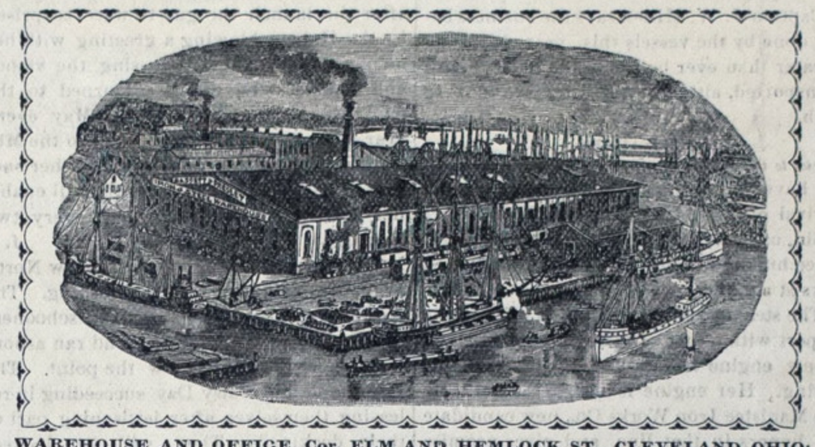

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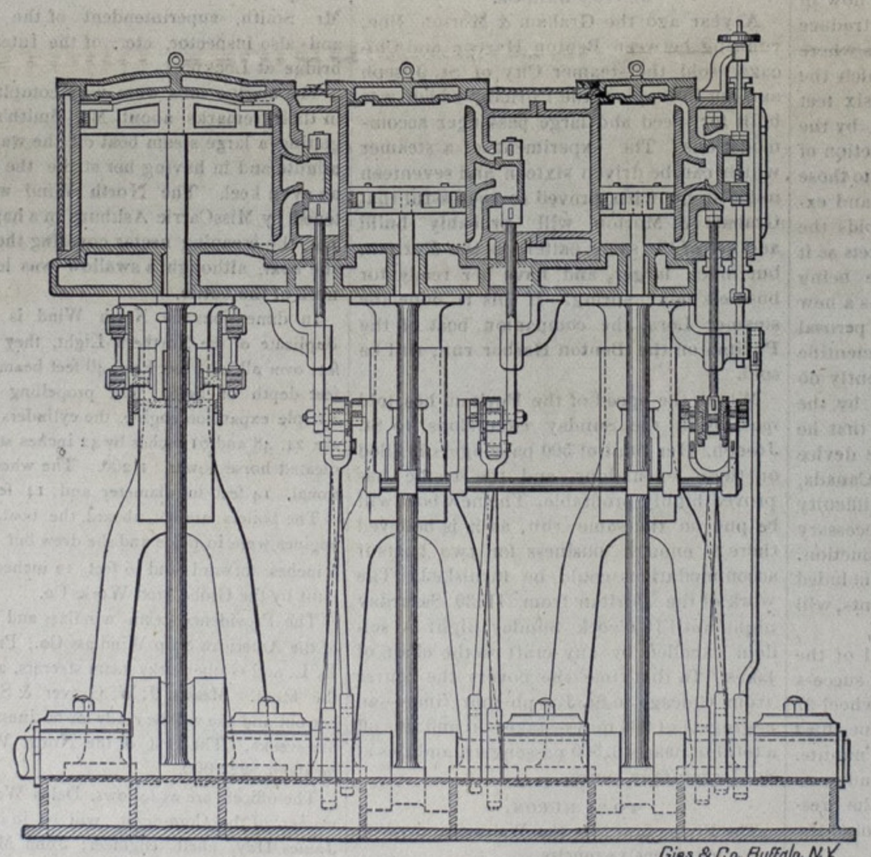

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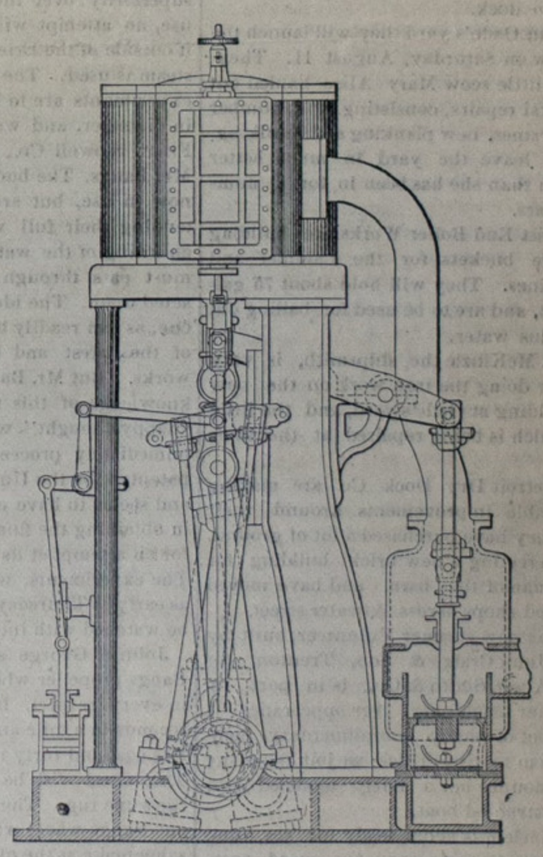

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| Eastward. | Arrive | Depart. |
|---|---|---|
| No 4, Fast Limited Express | *2 55 A M | *2 55 A M |
| No. 6 N. Y. & Boston Ex | *1 35 A M | *1 40 A M |
| No 8, N. Y. B & A Express | *8 25 A M | *8 50 A M |
| No 26, Elyria Accommodation | †7 45 A M | |
| No 10, Toledo Ac'm via Sandusky | †11 05 A M | |
| No 10, Toledo Accom via Norwark | †11 05 A M | |
| No. 24, Buffalo Accommodation | | † 7 00 A M |
| No. 10, New York & Boston, "Flyer" | | *11 50 A M |
| No 12, N Y & B Fast Express | *2 35 P M | 3* 45 P M |
| No 2, Night Ex via Norwalk | 9 40 P M | †10 00 P M |
| No 22, Night Ex via Sandusky | †9 40 P M | |
| No 26, Conneaut Accommodation | †4 25 P M | |
| **Westward.** | **Arrive.** | **Depart.** |
| No 1, Fast Limited Express | *12 15 A M | *12 15 A M |
| No. 23, Cleveland Express | *2 15 A M | |
| No 3, Chicago Express via " | §5 30 A M | 5 45 A M |
| No 25, Mich Accom Norwalk | | †5 45 A M |
| No 21, Toledo Ex via Norwalk | †12 50 P M | †3 20 P M |
| No 5, St Louis Ex via Sandusky | *10 50 A M | *10 55 A M |
| No 9, Chi Pac Ex via Norwalk | *6 55 P M | *7 15 P M |
| No 31, Elyria ac to Elyria only | | †4 30 P M |
| No 27, Conneaut Accommodation | †8 10 A M | |

Sunday train for Nottingham—Depart 9:20 a. m. and 1:00 p. m.; returning, arrive at 9:20 a. m. and 4:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 50 A M.; arrive Grand Central depot, New York, 7.30 a. m.

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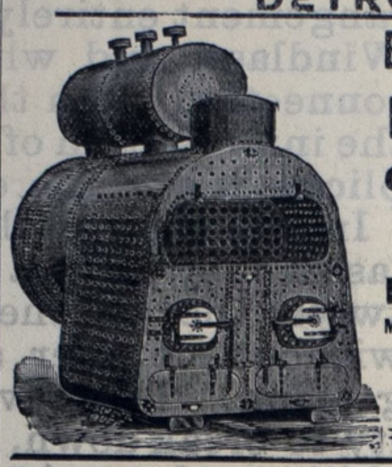

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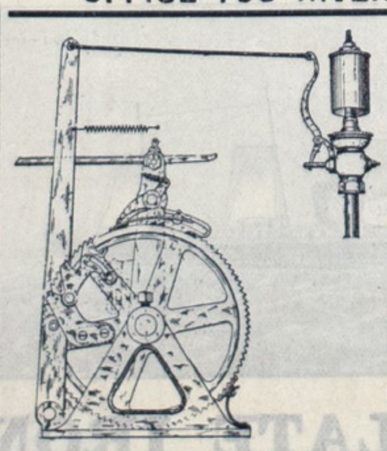

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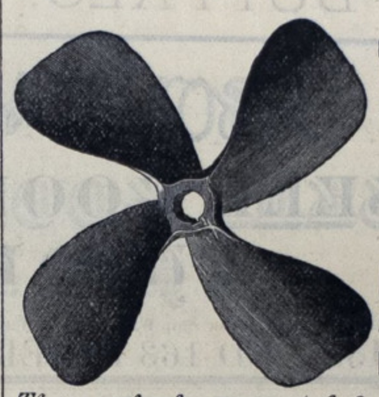

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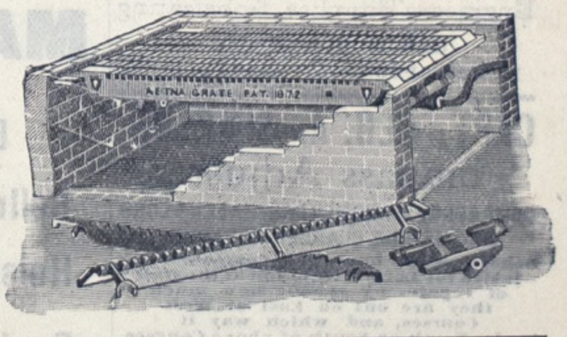


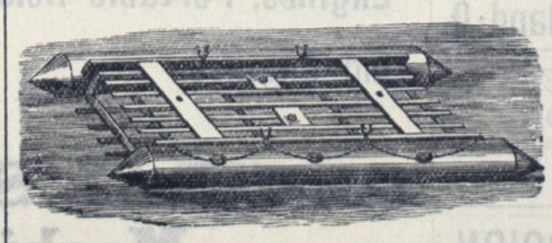

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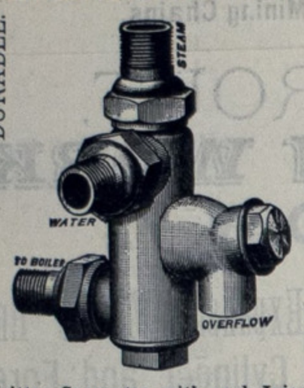


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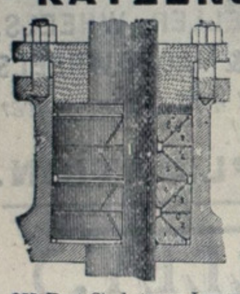

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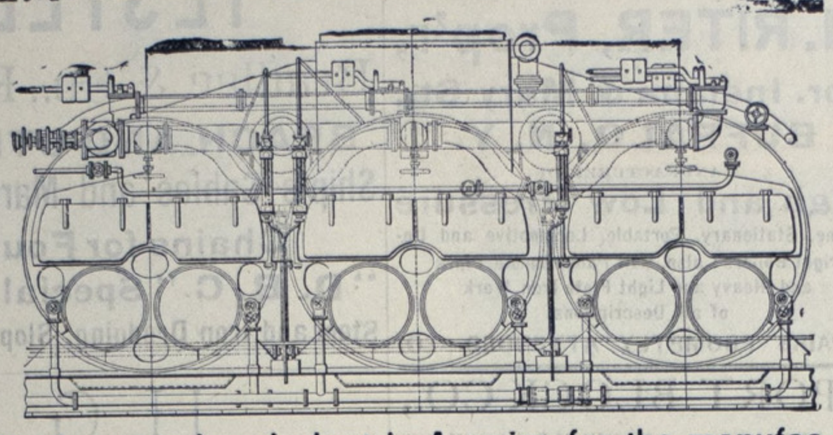

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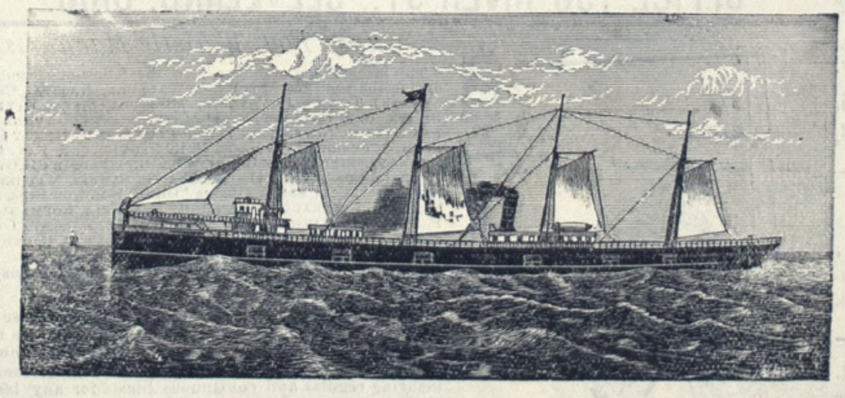

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